





## Freezer may sail again

BRITISH United Trawlers at Grimsby is hoping to sail its freezer trawler *Ross Implacable* later this month after a long spell out of fishing.

The 1,042-ton vessel was grounded as a replacement for dogged by mechanical problems all last year, but these have now been rectified. With *Ross Implacable* back at sea, BUT would have its entire six-strong fleet of Grimsby-based freezer trawlers operational. These include *Goth*, presently working the south-west mackerel

## HULL SKIPPERS IN PAY-OUT CLAIM

HULL SKIPPERS are pressing for compensation because of lost fishing opportunities. They will also be stressing the vital need for reciprocal fishing rights with third nations at a meeting with two local MPs — Patrick Wall and James Johnson — on Saturday.

"Already the laying up of 20 distant water ships has thrown about 600 men out of seagoing employment, apart from the serious effects it has

had on many enterprises ashore," according to Hull Trawler Officers' Guild chief, Tom Neilsen.

"One crisis has followed another in quick succession in our own industry and these have certainly taken a very heavy toll.

"For example, the membership of our guild, which was in the region of 320 before the steep rise in oil prices in 1975, is now down to between 130 and 140.

"Amid our frustration and worries, we have struggled on hopeful of better times ahead but, unfortunately, the horizon is still clouded with too many uncertainties for our anxieties to be relieved.

"As the EEC now dictates our fishing policy, it is up to the Community to show a wider understanding of our troubles and take quicker action to solve them to our own satisfaction. Otherwise Britain must take independent action."

Members of our guild are

us that our ships are unlicensed for the waters of our home waters, which we are not allowed to fish in.

"Sneaky EEC negotiators with Russia and Norway are a must for Britain," said Neilsen.

## Long ban on Hull skipper

THE SKIPPER of an abandoned freezer trawler, *Charles*, has been barred from commanding any vessel insured by the Trawler Mutual Insurance Co. Ltd. for years.

"This was the verdict of the inquiry by the insurance company on board *Charles* Hull trawler grounded late last year. Ronald Carter, first mate, was found at the scene of the wreck.

Skipper Threlkeld appealed against the decision. The insurance company emphasised that the vessel applied to the port of London for a licence to fish and was not taken to the sea.

On Wednesday morning, the committee found there was no reason to alter the decision.

## Herring veteran dies, 96

ONE OF the great men of the Scottish herring industry, Dr. John MBE of 80, died at the age of 96. Known as "Herring Dr. Buchan" started his herring career in 1904 when he was not long before he became a skipper. His commands included the *Sicla* and *Heatherbell*.

For many years he was a herring fisherman's representative and, in 1923, he was elected to the House of Commons.

Mr. Buchan was a herring fisherman for 45 years and, after the war, he did a lot of work for the Home Office in connection with the movement of herring, salmon and sea trout.

He was awarded the OBE in 1961 for his services to the herring industry.

## FISH FLOWS BACK TO THE HUMBER

GRIMSBY had its heaviest landings of the year last week with supplies of just on 20,000 kits.

These included a 1,484-kit turnout by the port's only wet fish stern trawler, *Boston Holfox*. Her 251,503 grossing was easily the best performance by a Grimsby trawler so far this year.

*Boston Holfox* (Skipper Ray Harries) lost five days fishing in her 29-day trip to the Norway coast, yet still averaged 234.70 per kit from her big catch which included 850 kits of codstuffs, 230 of haddock, 155 of cod and 160 of reds.

The 128-footer headed a trip of distant water trips for owners, Boston Deep Sea Fisheries Ltd. And as Consolidated Fisheries' pair *Port Vole* and *Barnesley* also landed distant water trips during the week, there was a much wider selection of fish available than usual.

*Barnesley* (Skipper Pat Blaney) ended up with the second-best weekly grossing — 240,920 from 1,251 kits (over half codstuffs) after 24 days off the Norway coast.

She was ahead of sister ship, *Port Vale* (Skipper John J. Loades), with 238,883 from 1,139 kits after 29 days on the same grounds.

Completing the distant water picture was *Prince Philip* (Skipper Eddie Grant) on 234,880 from a 26-day trip, and *Boston Phantom* (Skipper William Barker) from 1,154 kits, mostly



*Boston Holfox* with 234,823 from 676 kits after only 19 days. Both were again Norway coast trips.

All the top middle water trips were made by BUT and these included a really first-rate effort by *Ross Zebra* (Skipper Ronnie Reeves). After a 17-day trip largely on the North Sea grounds, she had 1,191 kits made up mostly of cod, cod and haddock which grossed 231,431.

*Ross Zebra* spent part of the trip on the Westeries, otherwise this would have been a new port earnings record for a North Sea trip. BUT's *Ross Tiger* (Skipper Denis Avery) picked up the best Westery trip with a grossing of 226,773 from 965 kits after 16 days.

There was another big payout for *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Richardson). They had a combined grossing of 231,587 from 1,154 kits, mostly

'Sandy' (Sanderson) hit an 28,021 jackpot with fer and away the best local selling trip of the year after landing 218 kits of cod from an amazing seven-day North Seas trip. The daily average here of 21,174 will take some bettering.

Amongst the inshore landings, there was none better than the 213,800 grossing collected by skipper-owner Bob Mainprize's *Pathfinder* of Scarborough.

She turned out 368 kits of cod and codling for this tally and made a very big start for the new United Seiners agency on its first day of business at Grimsby.

## Herring ban delay fury

LOWESTOFT and Yarmouth inshore fishermen are furious over a delay in exempting them from the North Sea herring fishing ban — a delay, they say, which could put many of them out of business.

Jack Beales, chairman of the Lowestoft Inshore Fishermen's Federation, and Percy Field, a drifter owner, were among those who met the Prime Minister and John Silkin recently to try and solve the problem.

After French fishermen were given an exemption from the herring restrictions there were "glorified promises" that East Anglian boats would get the same treatment, said Mr. Field. These promises fell by the wayside. Now Mr. Silkin is to meet representatives of Britain's fishing industry to discuss measures to preserve fish stocks and the question of exemption will be raised once more.

Mr. Field is not pleased at the way things have gone. "We are absolutely furious," he said.

"If we had had a good herring season we would have been all right but now I am selling my boat, *Alida*, nets and all, and her crew of four will be on the dole," he said.

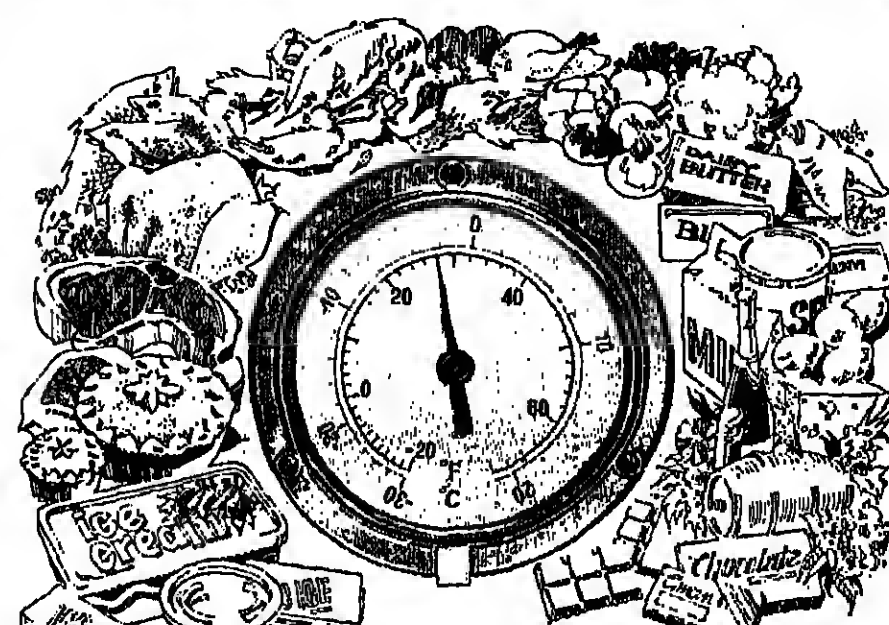
Frank Moore, secretary of the Great Yarmouth Inshore Fishermen's Federation, said: "What we catch would have no effect whatsoever on the main North Sea stocks. The herring we net are a different species," he says.

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## French coley sells fast

FLEETWOOD merchants had almost 3,000 extra kits to bid for this week thanks to two French trawlers.

On Monday the Concarneau-based stern trawler *St. Enogat* landed 1,428 kits including more than 150 of cod and 900 of coley. The vessel has landed at the port before, but on the following day a ship new to Fleetwood sailed in.

She is *Pors Piron* from Douarnenez. This vessel, manned by only an 11-man crew, landed 1,514 kits including 10 of hake, 200 of cod, 35 of haddock, 35 of whiting, 1,200 of coley, 20 dogs and 70 of monkfish for a grossing of £36,000. This was an outstanding achievement for a vessel of her size.

A talking point at the port was the quality of the catches. These are two of the biggest coley catches landed at the port in several years, but they sold so well because of the quality. Both vessels were agents by Boston.

## Scots herring man dies

SCOTTISH fisherman James Hughes died at his home in Rothesay last Friday.

Mr. Hughes, aged 83, was a fisherman all his working life on both the east and west coasts of Scotland. He fished all the Scottish herring fisheries, owning and skippering boats from the 1920's including *Economy* and later *Emulate*.

Mr. Hughes also served on Rothesay Harbour Trust for 18 years. He was presented to King George V early in the First World War as the youngest macebearer.

Mr. Hughes leaves a wife, five sons and three daughters.

## COMMENT

THE ANOMALIES in the Value Added Tax system are widely known. But things have come to a pretty pass when essential safety equipment for boats is placed in the luxury bracket — therefore attracting higher rate of tax.

While a lot of fishing gear is VAT rated at 8 per cent, navigation lights — which are important to life — are burdened with a 12½ per cent rating.

Already one attempt to redress this situation has been made by the Ship and Boatbuilders National Federation. This has failed.

The problem of correct lighting at sea is a growing one. As fishing opportunities diminish, ships are being hoarded together in small areas of sea.

Already this is being seen in the south-west, where 200 ft. trawlers are working along 30 ft. liners, and there have been complaints about some boats not using lights.

Perhaps now is the time for fishing organisations to lend their muscle to the fight to get the luxury tag removed from safety equipment. Even Treasury officials can be forced into admitting they have made a mistake with enough pressure.

## fishing news

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## FRANCE BLIND ON CFP

FRANCE has surprised the Foreign Secretary by her failure to see that the British demand for coastal preference for EEC member states coincides with the French national interest — especially with Spain likely to become an EEC member.

Dr. David Owen told a House of Lords committee on the European Communities this last week when the committee took evidence on the effect of the possible admission of Greece, Portugal and Spain.

He said that he had been led to believe that Spain had a large and not very efficient fishing fleet. The present "cake", which is not big, would have to be divided into even smaller pieces if the Spanish fishing industry was not to suffer a heavy burden.

"The one thing which surprised me in discussion of fisheries policy is the way the French, normally very agile at seeing their own national interest, have not supported us in our demand for coastal preference."

It seems to me that any maritime state has an interest in having a fishing policy which reserves them the coastline. That is the absurdity of the current Community fisheries policy. It has always surprised me that, with Spain possibly becoming a member, France has not seen the advantage to her of a coastal preference scheme.

On accession Spain would, in theory, be able to fish up to the French shore.

"I am totally unrepentant on the British stand on fisheries policy."

It was fair, however, to say that the Community had come to recognise the problem and that there had been some movement.

There has been a temporary out in strength of the Fleetwood trawler fleet.

*Boston Stirling*'s Norwegian winch has been giving trouble which has resulted in her sailing to Norway for repairs. She sailed for Norway last week under Skipper Bill Bridge and a scratch crew of six. They flew home and the vessel should sail in about a week.

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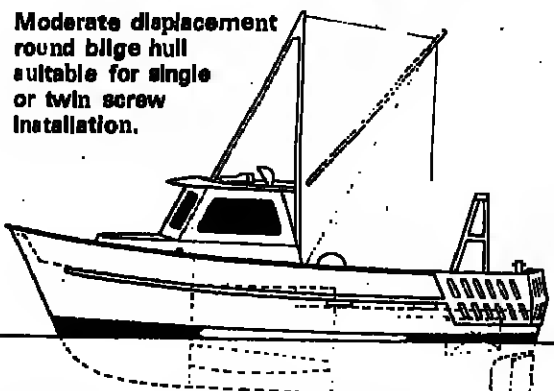
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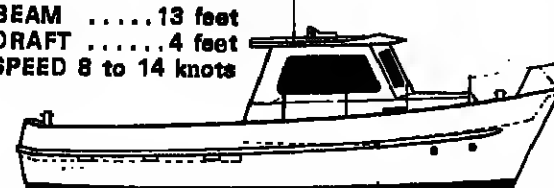
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# MORE FREEZERS TO HEAD FOR MILFORD

## Now Fyldea sails south

FLEETWOOD is stepping up its involvement in the south-west mackerel fishing with the switch of the stern trawler *Fyldea* from pair trawling to single-boat pelagic fishing.

*Fyldea* has sailed south after a refit at Fleetwood. Previously she had been paired with her sister-ship, *Jocinto*, but bad weather hampered the pair.

*Fyldea* joins five other Fleetwood vessels on the mackerel grounds. They are the stern trawlers *Boston*, *Beverley*, *Boston*, *Blenheim* and *Iruana*, and the small side trawlers *Lorenzo* and *Benvolio*.

The vessels are all transshipping their catches into vessels operated by Eastern Bloc countries.

HULL FREEZER trawlers working the south-west mackerel grounds will continue to land at Milford Haven until April, according to the manager of the Milford Docks Co., Roy Evans.

Since October, 41 landings by Hull freezers have brought in 20,000 tons of mackerel for loading into refrigerated vessels bound for Nigeria.

Mr. Evans, referring to the Hull freezers, said: "There is no doubt that they will be back in the autumn in greater numbers. We expect a 25 per cent increase in the number of Hull freezers using Milford Docks next mackerel season."

"Referring to the work carried out on transshipping the catches in the past few months, Mr. Evans said: "It's been hectic but we are pleased with the way things have gone. We have learned a lot about this particular trade and are confident that Milford will have even greater numbers of freezer trawlers here for next winter."

More than 100 extra men have been taken on. Meanwhile, discussions have taken place between the

## Health benefit cash uprated

FISHERMEN can now claim health benefits up to £5,000 a year from March 1. This is an increase of £1,000 on the highly successful Fishermen's Health Scheme launched in 1973.

Over £82,000 has been paid out in claims since the scheme was started.

Cost of the revised scheme is £62 n year and £42 for £2,000 maximum. This includes membership of the Fishermen's Health Scheme.

Details and application forms from: The Working Fishermen's Benefit Group, 1 School Wynd, Pittenwey, Scotland. Telephone: 0331 501 471.

# Blizzard blows Minch fishing off course

ALTHOUGH the west coast of Sutherland escaped the full strength of the Arctic-like blizzard that caused death and havoc in other parts of the Highlands, the North Minch fishing fleet was not so lucky.

Lochinver market was open three days, but more northerly Kinlochbervie was closed for the whole of the snow week.

A combination of hazards revealed the North Minch ports' dependence on the telephone and other communications with the south, and particularly showed the vulnerability of Kinlochbervie's tenuous road link.

The last fish lorry (unrefrigerated) out of Kinlochbervie before the storm started late Friday night (27 Jan.) had a small load of about 200 boxes for the Monday market at Hull.

At Carrbridge the lorry became snowbound with no way south. It was the following Thursday that a way out was found, leading to Aberdeen market. Twenty boxes were dumped, and the remainder bought at a low price which caused a Kinlochbervie merchant to remark: "We lost a bomb."

Fifteen miles inland from Kinlochbervie, men and machines from the west coast and from inland Laig were battling simultaneously to clear drifts higher than the cab of a lorry.

The fish run out of Kinlochbervie is a single track to Laig, leading to Bonar Bridge, where the bridge over the Kyle of Sutherland is the only east coast road link that Caithness and Sutherland have with the rest of the country.

All electricity in N.W. Sutherland went off on the Saturday and phones went off shortly afterwards, although an "emergency only" service was in operation using car batteries in the exchange.

The 18 boats operating from Kinlochbervie are Banfishie owned and when the crews motored home



Dutch Bank — one of three Kinlochbervie boats which had the whole of the North Minch grumle to themselves.

Thursday for the weekend they were stuck for over a week with the snow-bound width of Scotland between them and their livelihood tied up at Bonar.

On the Monday three Sutherland-owned boats, *Loch Inchar*, *Sheigro*, and *Dutch Bank*, whose crews could walk to work, sailed out of Kinlochbervie and had the north part of the North Minch to themselves, to land over 300 boxes at a powerless pier.

As the week went on it became evident that fish in Kinlochbervie market was strictly for the seagulls, so they re-loaded and sailed to Lochinver for the Thursday market.

Electric power had been restored to Lochinver on the Tuesday at 3 pm and the market opened Wednesday, Thursday and Friday.

Here, too, many crews were stuck at home, but some tricked back and a peak of 27 boats operated, with a score still tied up.

The usual fish route out of Lochinver is the double road via Ullapool, but strangely enough, the first route chosen by Lochinver lorries was the narrower one to Inverlathie, and on to Bonar Bridge.

because of flooding as a snow. But later Lochinver lorries which took the coast route ran right to Hull and Grimsby.

On Thursday night *Kinlochbervie Laig* sailed out, but with no electricity came back on Sunday night at 9 pm.

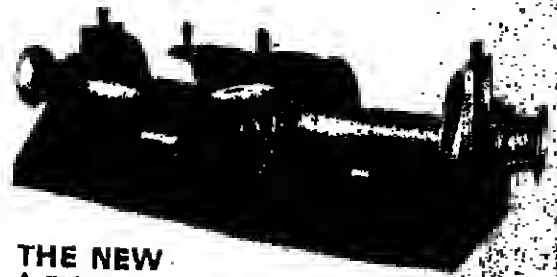
Next day at 9 pm the electricity came back on and the ice plant engineer reported that, with cold weather and closed doors, the ice was in Hull and Grimsby.

In Hull and Grimsby, skippers were buying gear for the Sunday night market. Pier workers checked boxes, harbormasters checked ropes and fish buyers checked telephones like new lines.

Everybody was ready for a return to the business on Monday. The North Minch again filled with Hull, Grimsby and other places that the trade had taken for years.

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# Danish boat's Grimsby record £5,000 a day gill-netting

SKIPPER - OWNER Peder Kjaergaard of the Danish gill-netter *Torino* (E 202) set a new all-comers port earnings record at Grimsby last week with a grossing of £20,119 from 544 kits of big North Seas cod. She had been out on a four-day trip.

The four-year-old *Torino*, on her fifth trip this year, averaged £38.98 per kit for her fish which was sold through the Danbitt (Fish Salesmen) Ltd. agency.

Later, Skipper Kjaergaard told *Fishing News* that the bumper grossing had pushed his earnings so far this year to £130,000 "but after tax only £50,000 goes into the bank."

Skipper Kjaergaard, who part-owns other Danish vessels, was one of the first Danes to pioneer gill-netting after transferring from sailing some nine years ago.

He said *Torino* normally shot 60 nets a day around wrecks and, so far, the 20-metre vessel had landed over 1,500 kits of cod this year. His record-breaking trip had been made gill-netting fish near the Texel light ship.

"There are plenty of wrecks in the North Sea from the last war where we can fish. The trouble is nowadays there are too many working gill-nets," joked Skipper Kjaergaard. *Torino* carries a five-man crew.

Also re-writing the record books on the Wednesday was the Grimsby inshore trawler *Victory* (Skipper George Reader) which smashed the Grimsby inshore trawler earnings high for the second successive trip.

This time *Victory* pushed the new standard to £6,504 after landing 217 kits.



Skipper-owner Peder Kjaergaard of *Torino* (second from left) with his record-breaking crew. Below: the four-year-old gill-netter after topping £20,000 on a four-day trip.



# Police wrong to order 'haul in'

A CASE of considerable interest to fishermen operating in naval dockyards has recently been decided in Dumbarton Sheriff Court following a dispute with Ministry of Defence police.

John Allan McKichen (69), whose family have for several generations fished the Gareloch and Loch Long which are now incorporated in the Clyde Dockyard Port, was charged that as master of the *Jennie Stella* (RO 50) he failed to comply with a direction given to him by the MOD police on behalf of the Queen's Harbourmaster to lift his fishing gear from under the surface of the water.

Skipper McKichen admitted that he refused to lift his gear because he thought it was no concern of MOD policemen.

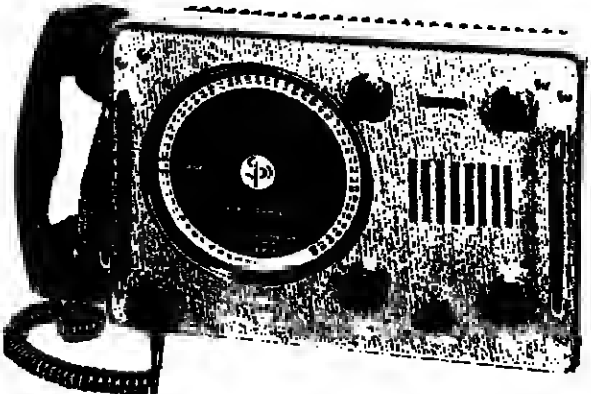
John Stewart, a former president of the Scottish Fishermen's Federation who defended the accused, argued that the Queen's Harbourmaster must himself issue any direction which must be clear and unambiguous, and probably in writing. What a police officer might conjecture to be the fish of the Queen's Harbour.

finding Skipper McKichen not guilty, held that the Queen's Harbourmaster could issue directions only by himself, or his duly appointed assistant or deputy, and that there was no evidence before the court on which it could be held that the direction was so issued.

He consequently did not find it necessary to decide whether the power in the Order in Council to issue directions to persons fishing in the Dockyard Port was itself lawful.

Sheriff James Murphy, in a case of considerable interest to fishermen operating in naval dockyards has recently been decided in Dumbarton Sheriff Court following a dispute with Ministry of Defence police.

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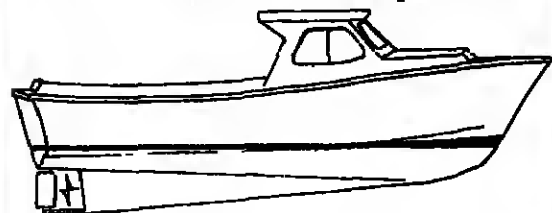
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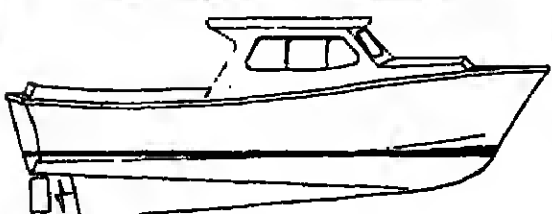
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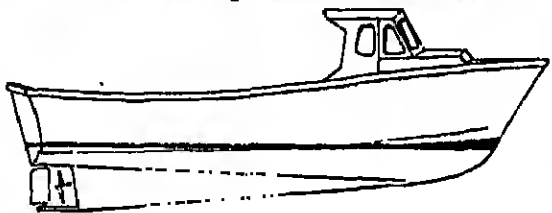
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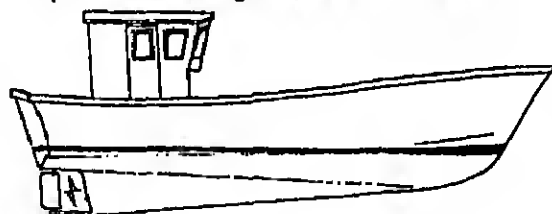
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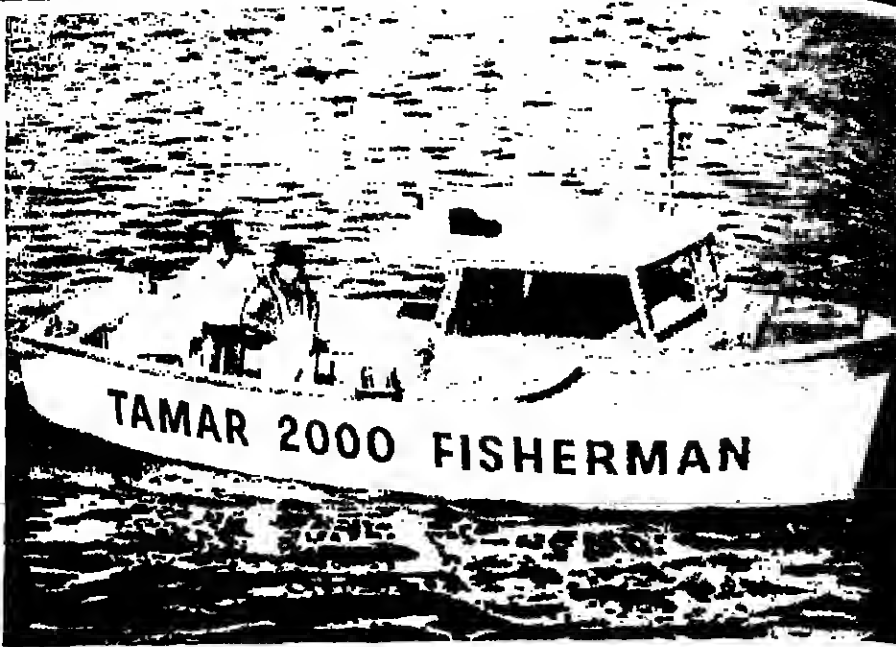
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## Debut for 23-footer

THE FIRST of a new series of 23 ft. long GRP fishing boats was launched on Friday last week at Plymouth.

The prototype Taymar 2000 Fisherman has been potting and lining this week under her skipper, Farrell Layshon of Plymouth.

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The Chough,  
Penbargla Way,  
St. Ives

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I would also like to suggest a closed season for the months of May and June.

ALLAN MACLEA,  
Tobermory,  
Isle of Mull,  
Scotland

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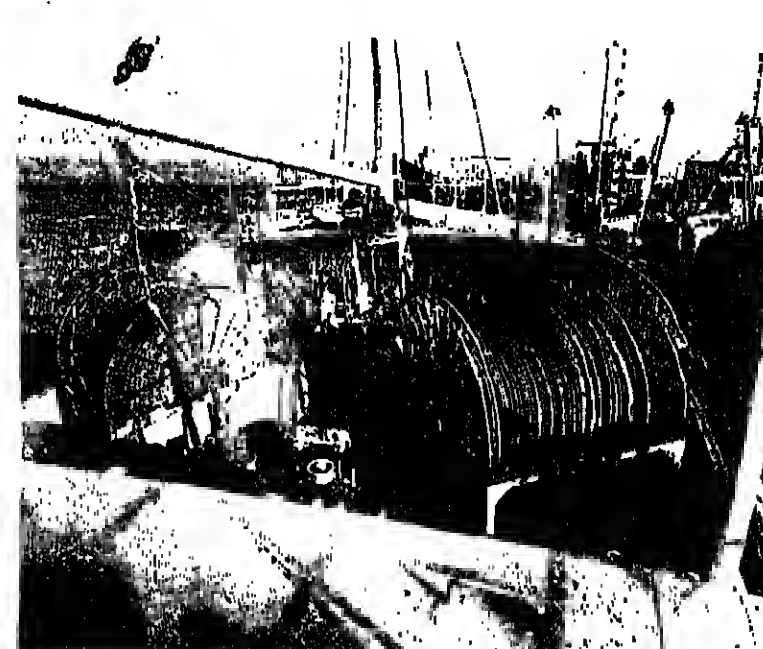
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# Power and Efficiency from Lossie Hydraulics for Peterhead's new seiner trawler

## CHALLENGER II



Read in this issue of *Fishing News* all about the Scottish made deck machinery chosen by Skipper Andrew Strachan and his partner Walter Innes



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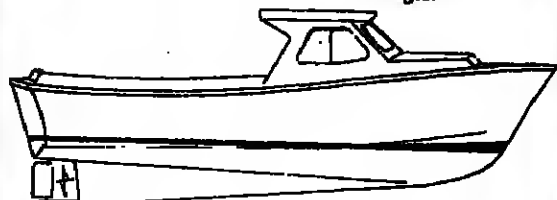
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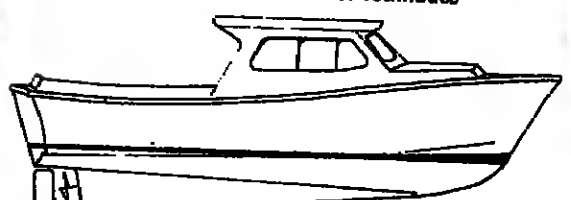
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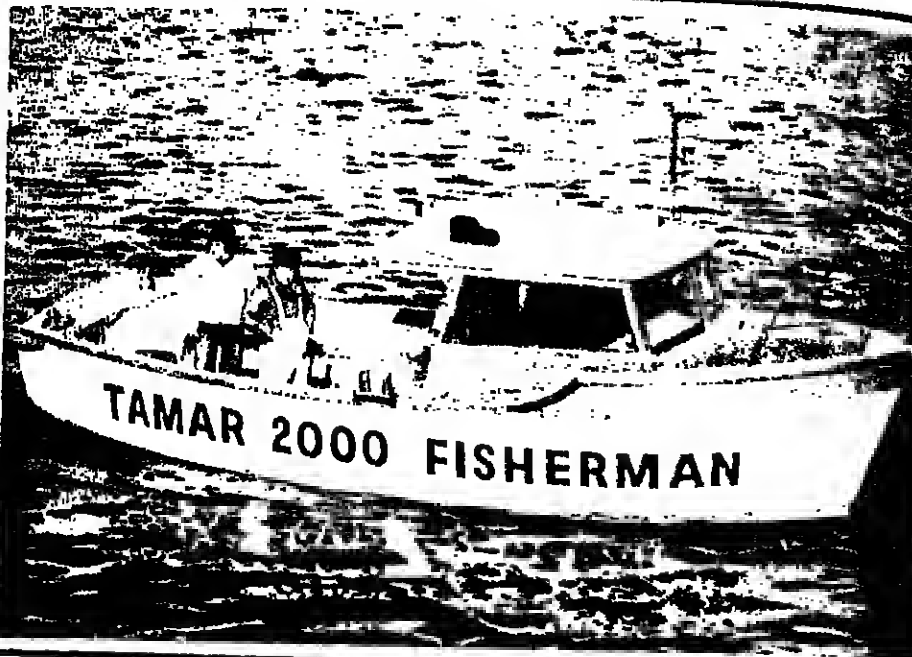


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The IFO called for a immediate introduction of minimum £25,000 fines for poaching.

One move open to the State is to decide to prosecute cases at a higher court but such as the Circuit Court.

A Government source told *Fishing News*: "Sitting of these courts are not held frequently as the District Courts and there would be special sittings for a vessel caught poaching."

"So, while a case might speed through the system in a special court now, it could be a very long wait for a trawler waiting to turn in a very long Circuit list."

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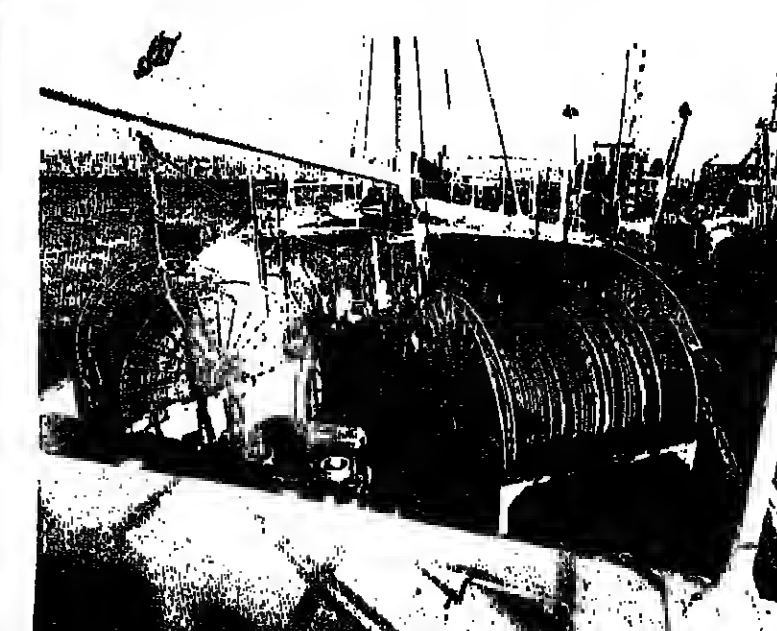
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WALTER INNES

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# Peterhead's new Challenger II

Below, Challenger II, the latest  
vessel to join Peterhead's seiner  
fleet, has now started fishing un-  
der Skipper Andrew Strachan.  
This steel-hulled vessel is the  
third 85-footer built by  
Campbeltown Shipyard.

## VERSATILE 85 FOOTER

PETERHEAD'S new-  
est seiner-trawler,  
the 85ft. Challenger II,  
has started seine net-  
ting from her home  
port. She is able to  
work pelagic and  
demersal trawls with  
or without a partner  
vessel.

She may also go pair  
trawling for white fish with another  
Peterhead boat later in the  
year.

Challenger II is the third  
85ft. vessel built by  
Campbeltown Shipyard and  
is owned by Skipper Andrew  
Strachan and his partner,  
Walter Innes.

Skipper Strachan told  
Fishing News that the steel  
vessel handled very well dur-  
ing the very stormy weather  
she encountered during her  
first fishing trips.

With an overall length of  
20m, length between perpen-  
diculars of 23.35m, and  
registered length of 24.5m,  
she has a moulded beam of  
7.2m, and moulded depth  
amidships of 3.7m.

She is of all-welded steel  
construction and has round  
bilges, cruiser stern and rak-  
ed aft nose stem. Her layout  
is Scottish seiner-trawler  
type with the deckhouse aft.

Below deck she is sub-  
divided from forward into  
forepeak, fishroom,  
engine room and cabin.

Propulsion is by a Mirreco  
Blackstone 181.5BACR diesel  
engine which develops 600hp  
at 750rpm to turn a Newing

Challenger II's wheelhouse is  
fitted with Wesmar SS230  
sonar (left), Furuno FUG11  
echo sounder (centre) and Eleo  
LAZ72 echo sounder with  
LAZ62 Fishlupo below.

fixed-pitch propeller, equipped with one main  
an NM 2.63 m and two warping ends,  
reduction gear, and a net drum is fitted aft of  
the engine room.

A hydraulic crane is mounted on deck, just  
the deck machinery forward of the net drum,  
through a clutch. Fitted below the whaleback  
gearbox from the main engine is a D.F. Sutherland con-  
trol of the main engine, main winch and trawl winch.

Other equipment with the trawl drums laying  
from the main engine in an athwart-ships position  
includes a Hough J.S. generator, a 1.5kW rope coiler is  
carried for standby use.

Transmitter power for the deck  
hydraulic engine is provided by the  
main engine.

A Dosty variable delivery  
pump drives the Sutherland  
winch and the net drum, and  
a double pump unit is used  
for the rope reels, power  
block, discharge winch and  
anchor windlass.

A similar set of pumps  
make up the powerpack at  
the fore end of the main  
engine and can drive the deck  
machinery at full power if  
required.

The after towing blocks for  
trawling are hung from steel  
arms on the after corners of  
the deckhouse.

Her gutting shelter and  
landing derrick are of  
aluminium, and Chalmers  
rubber-coated floodlights are  
mounted on the superstruc-  
ture. Two fish washers from  
Thompson of Thurso are fitted  
below the gutting shelter.

The fishroom is insulated  
on sides, bulkheads and  
deck with foam and lin-  
ed with aluminium sheet.

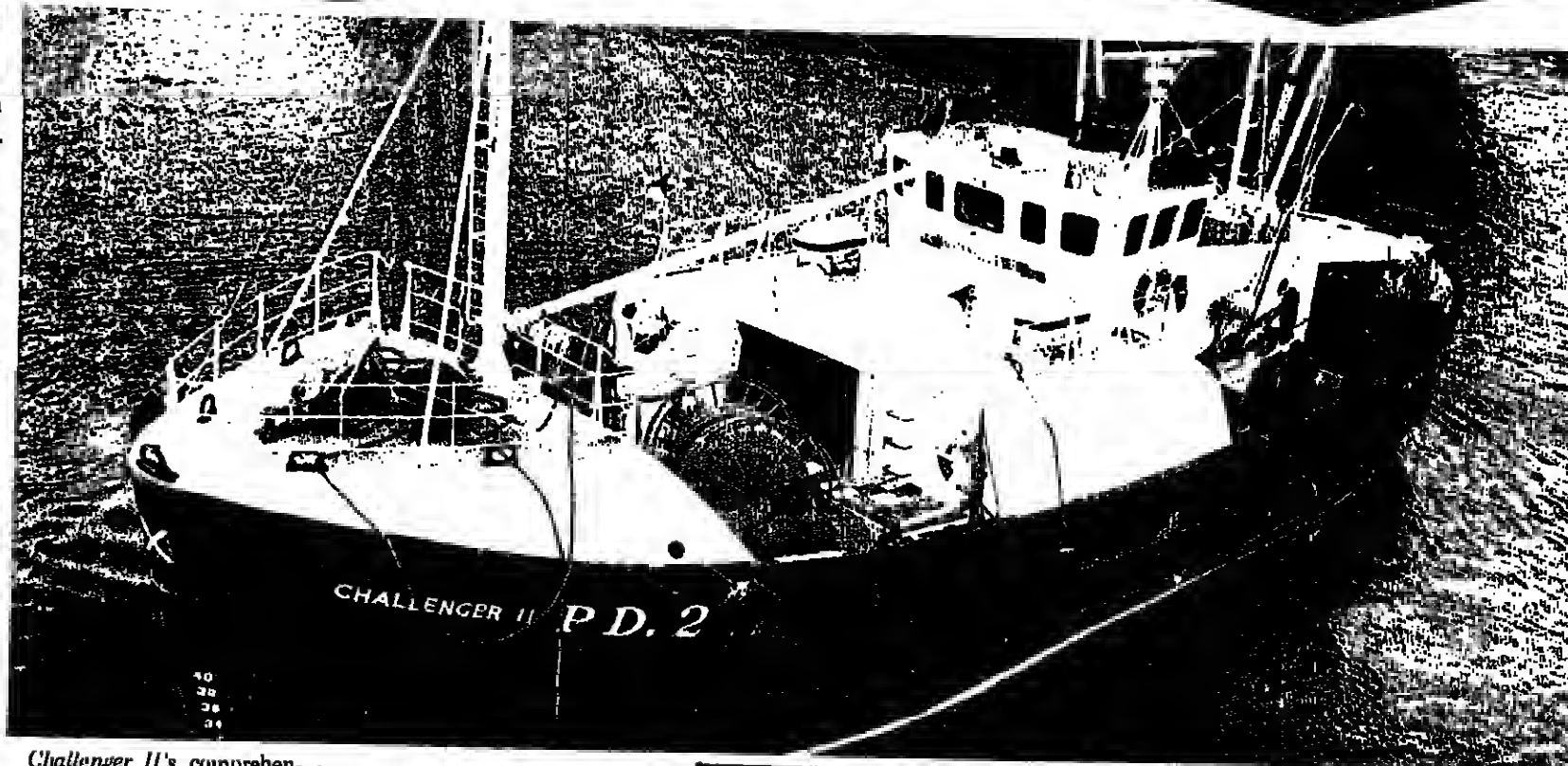
Fixed steel and portable  
aluminium stanchions, also  
wooden division boards, ero  
two-item set of  
storage reels.

The fishroom is insulated  
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CHALLENGER II P.D. 2

Challenger II's compre-  
hensive range of electronic equip-  
ment fitted in the wheelhouse  
includes: Eleo LAZ72 echo  
sounder; Eleo LAZ62  
Fishlupo with DSG2 bottom  
lock and steady picture  
facility; 'Sailor' T122 K105  
radio telephone; 'Sailor' K11  
144 vhf radio telephone; Mor-  
mond 23 watch keeping  
receiver and Woodsams inter-  
com system (all supplied by  
Woodsams of Aberdeen).

Rodifon has supplied  
several Japanese Furuno units  
including FRS 48 radar;  
FUG11 echo sounder and  
FNR 200 Not Recorder.

Equipment from Deco in-  
cludes 450 T Track Plotter,  
Mk.12 Navigator and 450  
Automatic Pilot.

Also fitted are two Wesmar  
sonars — the model SS220  
high frequency set and the  
new SS230 low frequency unit.

Introduced in 1977, the  
SS230 scans variable ranges  
up to 4,500 ft. all round the  
boat and at any angle in the  
water. Three modes of target  
display help locate and track  
fish shoals or define bottom  
contours.

Challenger II also has the  
Wesmar R50 Chart Recorder  
supplied as standard with the  
SS230. This gives additional  
information about target den-  
sity and improves location at  
distances.

Other wheelhouse fittings  
are: a Bostrom Viking 300K  
helm seat; a Bostrom  
Wynstruments blade-type  
window wiper, Morse winch  
controls and Tanford 115TC  
steering gear.

The Tecaid Electronics  
alarm panel for the  
engine room fire detection  
system is also located in the  
wheelhouse.

Accommodation in the  
deck house includes  
messdeck, galley, toilet, and



Skipper Andrew Strachan, co-owner  
of Challenger II.

shower facilities, oilskin  
locker and skipper's cabin. A  
Kempsafe electric cooker and  
an Electrolux fridge are in-  
stalled in the galley, while the  
crew's cabin is located below  
deck, aft.

More rubber ring matting  
is fitted in the accommoda-  
tion and wheelhouse.

Some 2,000 litres of fresh  
water are carried in a tank  
beneath the net store in the  
forepeak. Fire extinguishers  
are from L. and G. Fire  
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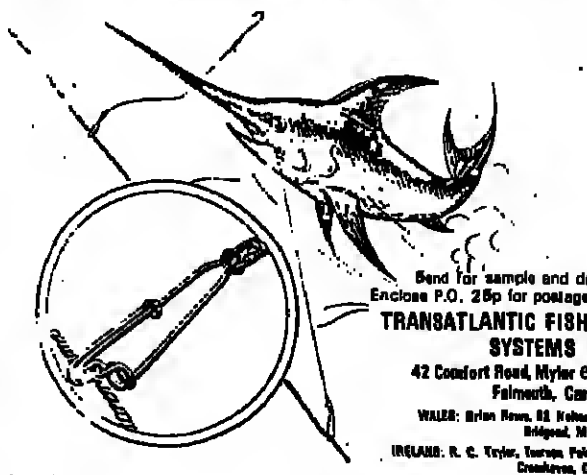


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184 Albany, Albany, Tel: 22879

## Building otter boards

"PLEASE TELL me what size and weight of otter boards it would be best to use with a nine metre headline polythene trawl and, if possible, tell me how to make them."

■ Boards 914mm long, 508mm high, weighing about 23kg each might suit you.

You first design the boards in order to calculate the quantities of material needed.

When designing conventional boards you use halves and quarters. Draw a board 914mm long to scale on a piece of paper, with a depth equal to half the length, i.e. 457mm.

Now draw vertical and horizontal lines on the board at intervals which quarter its length and height. These show you precisely where to fit towing brackets on one side of the board and rings on the other.

On paper, the top arm of the forward bracket should be attached to the board one quarter of the length (229mm) from the leading edge and one quarter of the height (114mm) from the top.

The bottom arm should be attached 229mm from the leading edge and one quarter of the height (114mm) from the bottom.

Top arm of the after bracket should be attached halfway along the board lengthwise (457mm from leading and trailing edges) and 114mm from the top. The bottom arm should also be attached halfway and 114mm from the bottom.

Brackets of conventional design and size will then come together on paper so that the towing position will be halfway between top and bottom edges and one third of the length of the board from the leading edge.

The line drawn 229mm from the trailing edge of the board on the reverse side indicates where rings for attaching legs from the trawl's wings should be fitted.

Both should be on this line, the lower one 114mm from the bottom and the top one 114mm from the top of the board.

Having so designed your boards on paper, you add five per cent (50mm) to the height of the top half of each of them in practice.

This ensures that the towing point on the brackets is below the horizontal halfway line and that the boards will cant outwards.

It also lowers the rings on the reverse side of the board relatively so that the pull of the legs is slightly greater on the lower half of each board than on the upper.

Having designed the boards, you now need materials. These include sufficient larch, pine, oak or wych elm planking about 25mm thick to make two 914mm x 508mm boards.

You also need a pair of brackets for each board and 25mm x 8mm lengths of strip iron for binding leading, bottom and trailing edges. About ten dozen 38mm x 10mm bolts and some lengths of heavy iron for making shoes for each board.

Inspection of conventional boards used in your locality, and looking at illustrations in periodicals and catalogues will help you decide how best to assemble them. Having done so, you can start construction.

## John Burgess' Log



Points worth remembering are that wooden otter boards used by small trawlers are never bound with iron along the top edge. This ensures, as far as possible, that they will remain upright. They are also often fitted with shackles near top and bottom of the trailing edge, so that a trawl's wings can be attached to them directly rather than by legs.

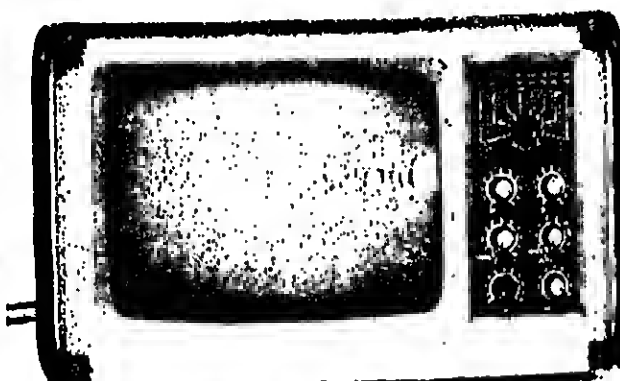
If you don't intend using legs yourself, or want to dispense with them at any time, you should bore holes through the iron binding of the trailing edge. These should be about 35mm from top and bottom to take such shackles.

## New from Simrad ...

SIMRAD A.S., with headquarters at Strand-Promenaden 45, Horten, Norway, has recently launched several new products of great interest to fishermen.

Among them is a range of ceramic transducers which will gradually replace the company's existing nickel transducers.

They will have the same radiation areas and beam angles as the nickel models but the higher efficiency of the ceramic elements will result in higher power output.



Above: Target is retained on screen between each 'ping' on Simrad's CQ Sonar Scope. Below: Simrad's new ceramic transducers.

## EXPO PESCA 78

Choice of two tours — 10 & 14 days to Florida and Expo Pesca '78 in San Juan, Puerto Rico, departing on 27th and 31st March. Cost from:

**£379.00**

Including return flight, transfers and hotel accommodation. Escorted throughout by:

## GRAMPIAN FISHING TOURS

15 GEORGE STREET, PERTH  
(Tel: 0738 36379)

## 50 years ago

FEBRUARY 18, 1928

HORSE and cart used for shrimping at Southport disappears in quicksand despite the efforts of 13 fishermen to pull it out.

TOW LINE breaks twice when English trawler tows French vessel to safety after her compass failed and fuel ran short.

Recalling some of the stories which appeared in our columns this week 50 years ago.

EIGHT fishermen may have died when Fleetwood steamer Briarlyn ran ashore in darkness on Kilda, in Western Hebrides. Vessel is a total wreck.

COCHRANE & SONS of Salby launches a steel trawler designed for deepsea fishing. Vessel is first to be constructed for company in Ceylon (now Sri Lanka).

EYEMOUTH branch of Scottish Fishermen's Association meets to propose amendment of insurance not to include inshore fishermen. No decision reached.

## John Thomson goes steel

THIS 80ft. steel seltner-trawler being built by Hard and Mackenzie of Buckle is scheduled for launching next Friday.

She is for Skipper John W. C. Thomson of Looe, Cornwall.

Skipper Thomson has worked closely with the builders on the design of the vessel which has a cruiser stern and will be powered by a Caterpillar engine.

## New reels

Harmer handling machinery includes a new type of Fishing Hydraulic seine rope reels specially designed to suit fishing conditions off the Scottish west coast.

The boat should be ready for sea in about one month's time.

Skipper Thomson's present boat, the 77ft. *Horizon*, was built by Hard and Mackenzie about ten years ago.



## SCOTTISH YARDS BUSY



## CONQUEST NOW DUE ON TRIALS

THE 79ft. cruiser sterned seltner-trawler *Conquest* will run trials from and Looe Hydraulic rope reels within the next few weeks.

Designed by G. L. Watson and built by George Thomson and Son for fitted and fish finding, also Skipper Dennis Reid, of Looe. Vessel is powered by a Caterpillar 55hp engine, sounder.

## Noble seiner for Whitby

JAMES NOBLE (Frasburgh) Ltd. has laid the keel of a wooden-hulled seltner-trawler for Whitby.

Designed by the Nepler Co. (Arbroath), in conjunction with the builders, the transom sterned vessel will be of traditional seltner-trawler layout with the deckhouse aft. She will be 68ft. long, with a beam of 18ft. 6in.

## Nozzle

She is being built to the order of Skipper T. Gannison in association with the Whitby Fish Selling Co. Ltd. Propulsion will be provided by a Kelvin 375hp. engine driving the propeller in a Kort nozzle.

Gear handling machinery will include Northern Tool and Gear seine and trawl winch, Looe Hydraulic Co. power block and seine rope reels.

## Cooled—



UNDER construction at Jones Buckle Shipyard is a wooden 74ft. transom sterned seltner-trawler being built for local skipper, Robert Paterson.

Designed by G. L. Watson and Co. she will be similar in lines and equipment to *Shedule* built by Jones last year for well-respected skipper, Eric Smith of Buckle. She will be fitted with a Currie and Thompson fishroom chilling plant and other equipment will include Kelvin 500hp engine, Sutherland winch and Looe Hydraulic seine rope reels and power block.



# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
£51,503: *Boston Holifax*, Boston (Sk. R. Harria), 1,484k, NC, 29 days.  
£40,920: *Barnsley*, Consol (Sk. P. Blaney), 1,261k, NC, 24 days.  
£38,683: *Port Vole*, Consol (Sk. J. Loades), 1,139k, NC, 29 days.  
£34,880: *Prince Philip*, Boston (Sk. E. Grant), 1,027k, NC, 26 days.  
£24,823: *Boston Phantom*, Boston (Sk. W. Barker), 676k, NC, 19 days.

### Middle water

£31,431: *Ross Zebra*, BUT (Sk. R. Reeves), 1,191k, W, 17 days.  
£26,771: *Ross Tiger*, BUT (Sk. D. Avery), 955k, W, 16 days.  
£16,118: *Ross Kelvin*, BUT (Sk. R. Kurz), 760k, W, 16 days.  
£15,780: *Ross Kipling*, BUT (Sk. J. Roberts), 639k, W, 17 days.  
£14,645: *Yesso*, Taylor (Sk. P. Brown), 647k, W, 18 days.

### North Sea

£13,407: *Lepanto*, Lindsey (Sk. C. Nichols), 438k, 13 days.  
£11,893: *Tom Grant*, Lindsey (Sk. R. Sinclair), 396k, 13 days.  
£10,173: *Lemberg*, Lindsey (Sk. H. Pexman), 312k, 12 days.  
£9,907: *Tokio*, Taylor (Sk. C. Drewery), 379k, 17 days.  
£9,330: *Lovedon*, Lindsey (Sk. G. Ireland), 288k, 13 days.

### Solers

£3,021: *Sanrene*, Sleight (Sk. W. Sanderson), 216k, NS, 7 days.  
£4,622: *Limanda*, Consol (Sk. D. Rose), 117k, NS, 20 days.  
£4,354: *Pacemaker*, Sleight (Sk. N. Moller), 120k, NS, 14 days.  
£4,113: *Veralla*, Allard Hewson (Sk. E. Olesen), 118k, NS, 17 days.  
£1,007: *Sylvana*, Chapman (Sk. J. Thomsen), 25k, NS, 18 days.

### Pair teams

£17,797: *Marigrette Bojan* (Sk. Jens Bojan), 648k, and £13,770: *Frances Bojan* (Sk. J. Richardson), 506k, both John R., NS, 16 days.

### Gill netters

£2,877: *Wardley*, Consol (Sk. E. Loe), 71k, NS, 7 days.

### HULL

£56,151: C. S. Forester, Newington (Sk. W. Brettell), 1,977k, WS, 22 days.  
£54,178: *Arctic Cavalier*, Boyd (Sk. P. Garner), 1,602k, NC, 22 days.  
£47,185: *St. Dominic*, Hamling (Sk. D. Platten), 1,394k, NC, 26 days.  
£37,256: *Arctic Vandal*, Boyd (Sk. B. Hodson), 1,177k, NC, 26 days.  
£36,459: *Arctic Rebel*, Boyd (Sk. W. Boyle), 1,139k, NC, 26 days.

### Solers

£2,147: *Rosenborg*, Boston (Sk. M. Jensen), 56k, NS, 19 days.  
£1,009: *Sonderborg*, Boston (Sk. G. Jonassen), 26k, NS, 18 days.  
£998: *Falkenberg*, Boston (Sk. O. Pedersen), 28k, NS, 19 days.

### FLEETWOOD

*Norway coast*  
£56,604: *Jocinta*, Marr (Sk. V. Buschini), 1,617k, 21 days.  
£23,501: *Elio Hewett*, Hewett (Sk. R. Beamish), 781k, 24 days.

### Homewater

£11,718: *Wyre Defence*, Wyre (Sk. D. Reader), 380k, 17 days.  
£9,806: *Admiral Houke*, Hewett (Sk. P. Weirman), 227k, 16 days.  
£9,461: *Wyre Conqueror*, Wyre (Sk. W. Spearpoint), 438k, 17 days.  
£7,469: *Rosamunda*, Ward (Sk. K. Beavers), 207k, 17 days.  
£3,724: *London Town*, Hewett (Sk. I. Larsen), 109k, 17 days.  
£3,647: *Gill Doris*, Hewett (Sk. J. Delroy), 109k, 15 days.

### Pair teams

£19,736: *Ideno* (Sk. V. Dingle), 674k and £19,119: *Norina* (Sk. W. Reader), 704k, both Marr, 16 days.  
£19,146: *Nauena* (Sk. J. Burns), 640k, and £18,149: *Armana* (Sk. T. Christy), 614k, both Marr, 16 days.

### ABERDEEN

£10,867: *Pindarus*, BUT (Sk. J. Glasgow), 676k, S, 16 days.  
£16,134: *Admiral Nelson*, Wood, 561k, WS, 12 days.

£15,754: *Grampion Chieftain*, North Star (Sk. R. Laper), 676k, S, 17 days.  
£14,998: *Grampion Warrior*, North Star (Sk. A. Cockburn), 661k, WS, 17 days.  
£14,608: *Ben Asdole*, Irvin (Sk. J. Gowie), 603k, WS, 15 days.  
£13,149: *Grampion Prince*, North Star (Sk. I. Thain), 408k, S, 16 days.

### LOWESTOFT

£18,000: *Bornby Queen*, Talamon (Sk. C. Craig), 640k, NS, 12 days.  
£17,820: *Boston Sea Fury*, Boston (Sk. V. Crisp), 624k, NS, 12 days.  
£15,557: *Yoxford Queen*, Talamon (Sk. P. Thomas), 541k, NS, 12 days.  
£15,014: *Boston Shackleton*, Boston (Sk. A. Jenner), 529k, NS, 11 days.  
£14,507: *Suffolk Crusader*, Hobson (Sk. A. Blowers), 506k, NS, 12 days.  
£14,422: *St. John*, East Coast (Sk. R. Jonas), 505k, NS, 10 days.

### NORTH SHIELDS

*North Sea*  
£12,693: *Ben Glas*, Irvin (Sk. S. Shearer), 22,372k, 12 days.  
£8,475: *Ben Chourn*, Irvin (Sk. P. F. Jamieson), 19,134k, 10 days.  
£6,508: *Ben Strama*, Irvin (Sk. E. Longhorn), 13,135k, 9 days.  
£6,176: *Sedulous*, AF (Sk. R. McBain), 12,577k, 4 days.  
£5,437: *Scarlet Line*, AF (Sk. J. Buchanan), 11,560k, 2 days.  
£4,654: *Shiron Vole*, AF (Sk. D. Moodie), 10,200k, 2 days.

### GRANTON

£13,141: *Arctic Crusader*, Liston (Sk. P. Wanless), 544k, WC, 11 days.

### MILFORD HAVEN

£9,092: *Rosevear*, Norrard (Sk. J. Manson), 121k, 13 days.  
£5,670: *Picton Sealion*, Norrard (Sk. B. Salter), 112k, 13 days.  
£5,434: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 131k, 13 days.  
£5,290: *Jodestar*, Gypsy, Jones (Sk. J. Brodie), 117k, 14 days.  
£1,056: *Georgina Wilson*, Jones (Sk. J. Donovan), 18k, eight days.

KEY: B: Bear Island; S: Berentsa Sea; DW: distant water; F: Faroe Islands; G: Greenland; HW: home water; I: Iceland; IS: Irish Sea; NC: Norway Coast; NFL: Newfoundland; NS: North Sea; O: Orkney; R: Rockall; S: Shetland; W: West Coast; WS: West Coast; WB: White Sea; Sk: Skipper; k: kts; c: cwt; kg: kilo.

large codling, £25.00/£20.00; medium, £20.00/£15.00; small, £15.00/£10.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

LOWESTOFT  
2,304 kits from five boats. Prices: large cod, £20.00/£15.00; medium, £15.00/£10.00; small, £10.00/£5.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

NORTH SHIELDS  
Prices: large cod, £24.00/£20.00; medium, £20.00/£15.00; small, £15.00/£10.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

ARBUTHNOTH  
16 boats. Prices: medium cod, £18.00/£15.00; large cod, £15.00/£10.00; small cod, £10.00/£5.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

AYR  
488 cwt. from 30 boats. Prices: large cod, £20.00/£15.00; medium, £15.00/£10.00; small, £10.00/£5.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

BRUNHAM  
Prices: large cod, £20.00/£15.00; medium, £15.00/£10.00; small, £10.00/£5.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

BUCKINGHAM  
400 boxes from 16 boats. Prices: large cod, £20.00/£15.00; medium, £15.00/£10.00; small, £10.00/£5.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

LAUNCESTON  
250 boxes from six boats. Prices: large cod, £20.00/£15.00; medium, £15.00/£10.00; small, £10.00/£5.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

ON TUESDAY 250 tons were delivered. Average selling prices on merchants' tables: salmon, Scotch, £22.75/£21.75; Irish, £22.75/£21.75; rainbow trout, 60p; sole, 60p; plaice, 60p; haddock, 60p; mackerel, 60p; whiting, 60p; ling, 60p; sea bass, 60p; turbot, 60p; monkfish, 60p; scallops, 60p; prawns, 60p; crabs, 60p; shellfish, 60p; other, 60p.

PORT MARKETS  
MONDAY, FEBRUARY 13  
GRIMSBY  
A good supply of 5,215 kits from 17 boats met a fair demand. Prices: large cod, £24.00/£20.00; medium, £20.00/£15.00; small, £15.00/£10.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

MILFORD HAVEN  
305 kits from two boats. Prices: large cod, £20.00/£15.00; medium, £15.00/£10.00; small, £10.00/£5.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

FLEETWOOD  
Prices: English shell cod, £35.00/£30.00; haddock, £24.00/£20.00; ling, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

TUESDAY, FEBRUARY 14  
ABERDEEN  
811 tonnes from 14 boats. Prices: large cod, £20.00/£15.00; medium, £15.00/£10.00; small, £10.00/£5.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

WEDNESDAY, FEBRUARY 15  
ABERDEEN  
Slightly mixed in size. 500 per 60. Prices: large cod, £20.00/£15.00; medium, £15.00/£10.00; small, £10.00/£5.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

## MEN SAY BAN GOES ON

ONLY A DAY after a committee representing fish porters at Ormsby, Aberdeen, Fleetwood and Hull had agreed, in principle, to recommend lifting the ban on Icelandic wet fish landings, Grimsby's jumpers voted 118 to 66 against the recommendation last Sunday night.

Fleetwood fish porters also rejected the proposed scheme which was thrashed out at an inter-port meeting at Newcastle on Saturday.

Failure to gain approval from the men came as a shock to the TGWU, whose national fisheries officer, David Cairns, had been asked to resume talks with the Icelandic representatives and ensure future wet fish landings would be shared equally between the four ports concerned.

However, all may not be lost as the Grimsby men will be given the opportunity to change their minds this week at another meeting to be addressed by union officials.

## Clipper

Continued from page one  
and East European factory ships off the Cornish coast.

Clipper's present processing plant at Aberdeen, covering 14,000 sq. ft., is already up for sale.

Dr. Clark said that Clipper's new factory will be in 50,000 sq. ft. at the Palmerston Road premises of the old reduction factory, which will be changed to process and freeze along with cold storage and gorgona facilities.

Dr. Clark added that Clipper presently operated a fleet of 15 vehicles and its aim is to develop worldwide markets. It already exports to many countries.

Clipper's most recent venture has been joining forces with the Scottish Fishermen's Organisation supplying sprats for shipment to Denmark.

## ICELAND

Continued from page one  
Iceland might consider reciprocal fishing agreements. She had, for example, been developing a fishery for blue whiting.

If this continued and the fish became important in the Icelandic supply, then it might be possible to negotiate a trade in UK waters in exchange for access for some species in Icelandic waters.

Britain will be going to Iceland in another way in October when the BMEC has a day fishing forum in Reykjavik. Members of the Fishing Division will be going to a small exhibition in the main Reykjavik Hotel. They will also present more technical papers on fishing equipment methods.

## HERRING REPORT

WEDNESDAY, FEBRUARY 15  
ABERDEEN  
Slightly mixed in size. 500 per 60. Prices: large cod, £20.00/£15.00; medium, £15.00/£10.00; small, £10.00/£5.00; ling, £10.00/£5.00; haddock, £10.00/£5.00; mackerel, £10.00/£5.00; whiting, £10.00/£5.00; plaice, £10.00/£5.00; sole, £10.00/£5.00; salmon, £10.00/£5.00; trout, £10.00/£5.00; sea bass, £10.00/£5.00; turbot, £10.00/£5.00; monkfish, £10.00/£5.00; scallops, £10.00/£5.00; prawns, £10.00/£5.00; crabs, £10.00/£5.00; shellfish, £10.00/£5.00; other, £10.00/£5.00.

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### PLEASE NOTE NEW RATES

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Telephone by noon MONDAY or write:  
Classified Advt. Dept., Fishing News, 110 Fleet Street, London EC4A 2JL.

### VESSELS FOR SALE

COLVIC 280, Perkins 4.236, 400 hours, Borg Warner 21, 2 berths, galley, toilet, Seveles, Seafr, Seafor, built Sandbanks Yacht Co. 1871, 29,000, telephone Seaville 812365.

IP 23 heavy duty, forward wheelhouse, 4 cyl. air cooled Diesel, Marconi echometer, hydraulic winch, 24 volt electric, telephone exchange Fraserburgh 3908.

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60ft. MFV built 1945, hull in reasonable condition, engine requires extensive repair. All vessels fitted with gillnets both sides. Apply: W. STEVENSON & SONS, Telephone Penance (0738) 2988

31ft. x 10ft. 8in. x 3ft. 6in. heavy duty Vauxhall built 1974, all wheelhouse, solid (H.I.), 88hp Ford completely overhauled July 1977. Borg Warner 21 gearbox, dual engine control, Seveles VHF, Seafr, Seafor built boat's property. Knot meter on life. Large work area approximately 120 sq. ft. in cabin and deck work. Price 10,000 plus VAT. Telephone: Penance 2948 between 4pm-5pm.

"GWENDOLINE" 10ft. x 10ft. 8in. x 3ft. 6in. heavy duty Vauxhall built 1974, all wheelhouse, solid (H.I.), 88hp Ford completely overhauled July 1977. Borg Warner 21 gearbox, dual engine control, Seveles VHF, Seafr, Seafor built boat's property. Knot meter on life. Large work area approximately 120 sq. ft. in cabin and deck work. Price 10,000 plus VAT. Telephone: Penance 2948 between 4pm-5pm.

### FOR SALE BY PRIVATE — BARGAIN M.F.V.

"DEVOTION" PD 127  
built of wood by Forbes, Sandhaven in 1964. D. 14 ft. D. 9.2 ft. 8.20 ft. Gross Tonnage 47.50.

A new 240 H.P. Kelvin engine and casing were fitted in 1970 when the vessel was extensively modernised. A.P. Power Block and Local Diesel Purpose Winch are also fitted.

Equipment Owned:— Woodson R.T. Kelvin Hughes Echometer, Furuno Sounder and Log, Decca Navigator Mk12 and Plotter, Kelvin Hughes Radar, Radio V.H.F.

The vessel has recently passed a O.T.I. Survey and is offered for sale with a quantity of fishing gear. Casing date for 3rd March, 1978. The vessel is presently fishing from North Shields where she may be inspected by arrangement with Alex J. Strachan, 31 Landale Road, Peterhead — Tel. No. 3261 or Colly Fisheries (Peterhead) Ltd., 11 Harbour Street, Peterhead — Tel. 2414 with whom offers should be lodged.

FOR sale by private bargain "The Volcano", built by McTuff Eng. Co. Scotland, 60ft overall length, 18.8ft breadth, 4.1ft depth, gross tonnage 40, 240 H.P. Kelvin engine, 4:1 reduction gear, vessel fitted for



